JAPAN

General

Japan, located in Eastern Asia, is an island chain between the North Pacific Ocean and the Sea of Japan, E of the Korean Peninsula.

It consists of the four major islands of Hokkaido, Honshu, Shikoku, and Kyushu, and hundreds of smaller islands. It extends from La Perouse Strait in the N through the Ryukyu Islands (Nansei Shoto) just E of Taiwan, and Kazan Retto just N of the Mariana Islands.

Japan is largely mountainous and the limited land suitable for industrial and agricultural use is used intensely.

Terracing of mountain slopes for cultivation is common practice.

The climate is temperate, with warm, humid summers and relatively mild winters except on the island of Hokkaido and the N parts of Honshu facing the Sea of Japan.

The terrain is mostly rugged and mountainous. The mountains are geologically young; and the entire country is subject to frequent and sometimes severe earthquakes.

Because of the country's mountainous and insular nature, the coast is very irregular and bays, coves, and inlets are numerous.

Buoyage System

The IALA Buoyage System (Region B) is in effect.

See Chart No. 1 for further IALA Buoyage System information.

Cautions

Naikai Seto (Inland Sea)

Extreme caution should be used when navigating ships in the Naikai. Disasters within Naikai Seto are particularly characterized by a high incidence of groundings and collisions.

Many vessels run afoul of each other at places where the main fairways intersect with the fairways used by coasters.

Some of the channels are narrow with strong currents and complicated land formations. Disasters occur in those areas in which vessels pass with great frequency. By type, disasters involving small craft, motor sailers in particular, are in the majority. Disasters are high within such congested ports as Kanmon, Kobe, Komatsushima, Osaka, Tokuyama-Kudamatsu, and Wakayama. Care is needed in certain areas where the channels are narrow, tidal currents strong, and the traffic is congested.

These areas include the W approaches to and in Kanmon Kaikyo, Tsurishima Kaikyo, Kurushima Kaikyo, Bisan Seto, Akashi Kaikyo, and Tomogashima Suido.

Large groups of fishing boats congregate in various places, small sailing craft are very numerous and vessels with long tows, some as long as 0.6 mile, are frequently encountered.

Some of these vessels and craft have weak running lights which cannot be seen at all or only with difficulty. Others show lights only when vessels approach so closely that there is little margin for clearance.

For these reasons extraordinary caution is required when navigating at night.

The fishing season is at its height from April to August, coinciding with the period of heavy fogs, and adds greatly to the difficulties of vessels underway. The boats congregate thickly in the channels and other narrow places both by day and by night, being especially numerous about the time of slack water. They will not be encountered when the current is at its greatest strength.

In the Bisan Seto and Mizushima fairways and the channels surrounding them, nets are laid at slack water and not recovered until the following slack water. Although these nets are buoyed the buoys may not be visible when the streams are strong. Caution is advised.

Fish havens are usually situated on the seabed and are composed of concrete blocks, scrap metal (including vehicles), or sunken hulks. Surface fish farms consist of floating rafts under which fish are encouraged to feed out of the sunlight.

Concentrations of fishing vessels may be expected in the vicinity of fish havens where fish are caught by traditional fishing methods.

Marine farms are usually on the surface, but they may be in the middle layers in deep water. They consist of a rectangular structure, typically measuring 50m by 20m, made up of two layers of thick wire mesh. Fish are bred, fed, and harvested in these cages. These structures may or may not be marked by lights or light-buoys (special). Marine farms are frequently moved to safe waters before the onset of winter.

Both fish havens and marine farms are very numerous in the waters of the Naikai.

Net fishing for sea bream takes place from the beginning or middle of April until the rainy season; boats engaged in this work begin operations in the waters E of Akashi Kaikyo and gradually proceed W to Bingo Nada. This type of fishing is not conducted W of Kurushima Kaikyo.

Motorboats are used extensively in the Naikai. The smaller ones display side lights, but no masthead lights, and at night they are easily mistaken for sailing vessels. Some of these boats do not display stern lights and when overtaken are occasionally not discovered until the sound of the motors are heard.

Small boats, under oars and engaged in setting or weighing octopus traps, are a hindrance to navigation in the Naikai.

They may be encountered on all routes at any time of the year and while they do not often congregate, they are in constant movement and may be mistaken for craft of reasonable speed. Numerous fishing reefs, shown on the charts, are located in the waters of the Naikai. Some of these at depths of 20.1m or less are a hazard to surface navigation.

Other high disaster incidence regions of Japan are described below.

Kyushu

According to statistics compiled by Japanese authorities, groundings are the major cause of marine disasters in the coastal waters of Kyushu. Several areas report frequent marine disasters due to various circumstances.

Within Toi Misaki, capsizing of small vessels are reported; associated with heavy tide rips.

In Sata Misaki and Bono Misaki, groundings of small vessels and small craft are reported; associated with strong ocean and tidal currents.

Within Yatsushiro Wan and Shimabara Kaiwan, groundings and collisions are reported.

Hondono Seto, and the approaches to Yatsushiro Ko, Misumi Ko, and Shimabara Ko require caution to navigate.

Within Goto Retto, groundings are reported, with frequent disasters occurring at the N end of the Goto Retto.

In Hirado Seto, groundings and collisions are reported, because it has a route with many course changes and strong tidal currents.

Tsushima reports groundings with frequent disasters occurring because of off-lying islets.

Yobuko Ko reports offshore groundings. The route has many off-lying islets, dangers, and course changes.

Fukuoka Wan reports offshore groundings occurring because of several off-lying islets and dangers.

Within Kurara Seto, groundings and collisions are reported with numerous small vessels operating in the area.

Honshu

The NW coast of Honshu has fewer marine accidents than any other area because ship traffic is lighter. Those occurring near this coast during the monsoon season in winter are most serious. It is dangerous to enter the harbors and estuaries facing the coastal sea during the NW monsoon season.

Special caution is required in the vicinity of Tuno Shima, Kyoga Misaki, Noto Hanto, Sado Shima, Oga Hanto, Tsugaru Kaikyo, and large harbors.

South Coast of Honshu

The S coast of Honshu has a very high incidence of marine disaster because ship traffic is increasing. Recently traffic congestion in Uraga Suido, the entrance channel into Tokyo Wan, reached an average of about 700 vessels daily and both strandings and collisions are increasing.

Enroute to Tokyo Wan many shipwrecks occur due to obscured vision when rounding the capes of Nojima Saki, Iro Saki, and Omae Saki. Ise Wan and Nagoyo Ko have a high incidence of shipwrecks.

Traffic is very heavy off Shiono Misaki and in the outer part of Kii Suido, resulting in a high incidence of accidents.

East Coast of Honshu

The E coast of Honshu has a high incidence of accidents in winter during snow storms with NW seasonal winds and in summer with dense fog. Many steamers have stranded at the E entrance of Tsugaru Kaikyo.

About half were because of snow storms or dense fog and the rest due to careless navigation in clear weather. Great caution is necessary. Many strandings have also occurred about 20 miles S of Shiriya Saki due to vessels navigating too close inshore during fog without regard for the strong set of the current toward the coast.

Many collisions and strandings occur near Hachinohe Ko in summer, during dense fog, when it is crowded with fishing vessels. Large ships should avoid this area at night during the squid fishing season.

Fishing

Fishing operations of all kinds, including drift netting, long lining, trawling, seine netting, and gill netting are carried out {virtually throughout the year in all the sea areas around the coasts of Japan. Fishing by fixed nets also takes place.

In addition fish havens and marine farms are very numerous in Japanese waters and their numbers are increasing.

Fixed Fishing Nets

Fixed fishing nets are set within 2 miles offshore in many places off the coasts of Japan, and in some cases they may extend up to 5 miles offshore.

These nets are shown on a special chart issued by the Japanese Coast Guard. Newly set fixed nets, which are considered hazardous to navigation, are published in Japanese Notices to Mariners or promulgated by Radio Navigational Warnings.

Fish Havens

Fish havens may be encountered on the sea bed or on the surface, generally within 5 miles of the coast. Fish havens may occasionally be marked by lights or light-buoys (special).

Marine farms may be encountered on the surface, but they may be in intermediate mid-layer depths in as much as 2,500m and 20 miles offshore. Marine farms may be marked by lights or light-buoys (special).

Drift Netting

Drift netting and long lining for salmon and trout are carried out off the W coasts of Honshu and Hokkaido, between the latitudes of 37˚N and 46˚N. Fishing is conducted from March to June from boats of 30 to 50 tons, using drift nets up to 6.5 miles in length, marked by flags and lights at each end and in the middle.

In Tsugaru Kaikyo fishing takes place between March and May from boats of up to 10 tons, using drift nets up to 1,200m in length, marked by flags and lights at each end and in the middle. The operating areas for these fisheries and the periods during which they are to take place are promulgated each year by local Notices to Mariners and Radio Navigational Warnings.

Squid Fishing

Fishing for squid is carried out virtually throughout the Sea of Japan. The main fishing areas are N of Oki Shoto (Oki Gunto), N of Wakasa Wan, N of Sado Shima, in Tsugaru Kaikyo, and in the W approaches to that strait. Fishing is carried out from boats of up to 100 tons, principally between July and October, when up to 1,300 boats may go out each day. Lights are exhibited at night to attract the fish.

Reclaimed Areas

Because of extensive reclamation in many areas of Japan, certain cartographic features have been created, changed, or, for practical purposes, eliminated. Mariners should remain aware of the likelihood that the character of an observed feature may differ from that which is presented on a chart or described in the sailing directions.

Currency

The official unit of currency is the yen.

Firing Areas

Information about gunnery or bombing exercises and naval operations by the U.S. Navy, the U.S. Air Force, and the Japan Self Defense Force is promulgated in U.S. Notices to Mariners, Japanese Navigational Warnings, NAVAREA XI Navigational Warnings, Regional Maritime Safety (R.M.S.) Headquarters Notices to Mariners, and R.M.S. Headquarters Navigational Warnings.

U. S. Navy, Japan Training Areas

1. Charlie (SE of Nozima Saki, E coast of Honshu)
   a. 34˚35'N, 140˚17'E.
   b. 34˚08'N, 141˚02'E.
   c. 33˚44'N, 140˚23'E.
   d. 34˚31'N, 140˚08'E.
   e. 34˚35'12"N, 140˚16'48"E.
   f. 34˚24'36"N, 140˚34'29"E.
   g. 34˚14'00"N, 140˚13'18" E.
   h. 34˚31'12"N, 140˚07'48"E.

2. Foxtrot (S of Goto Retto, W coast of Kyushu).—Area bounded by the following parallels and meridians:
   a. 31˚47'N.
   b. 32˚20'N.
   c. 128˚46'E.
   d. 129˚10'E.

3. Golf (N of Goto Retto, W coast of Kyushu).
   a. 33˚35'N, 128˚25'E.
   b. 33˚56'N, 128˚56'E.
   c. 33˚42'N, 129˚10'E.
   d. 33˚21'N, 128˚39'E.

4. Kilo (E of Katsuura Wan, E Coast of Honshu).—Area bounded by the following parallels and meridians:
   a. 35˚00'N.
   b. 35˚15'N.
   c. 140˚30'E.
   d. 141˚10'E.

5. Lima (E of Hyuga Nada, E coast of Kyushu).
   a. 32˚01'43"N, 132˚37'51"E.
   b. 32˚09'13"N, 132˚59'51"E.
   c. 31˚48'13"N, 132˚59'51"E.
   d. 32˚02'13"N, 133˚29'51"E.
   e. 31˚42'13"N, 133˚29'51"E.
   f. 31˚04'13"N, 132˚07'51"E.
   g. 31˚25'13"N, 132˚07'51"E.
   h. 31˚38'13"N, 132˚37'51"E.

6. Numazu Wet Net Training and Administrative Loading Area (Suruga Wan, S Coast of Honshu).
   a. 35˚06'51"N, 138˚48'46"E.
   b. 35˚03'58"N, 138˚49'04"E.
   c. 35˚05'16"N, 138˚45'42"E.

d. 35˚06'55"N, 138˚48'36"E.
e. 35˚06'58"N, 138˚48'37"E.
f. 35˚06'54"N, 138˚48'47"E.

7. Sagami Wan Submarine Haven (Sagami Wan, S Coast of Honshu).—Area N of a line joining position 34˚57'N, 139˚09'E, and Joga Shima Light (35˚08.1'N., 139˚36.7'E.).

8. White Beach Area (E of Katsuren Saki, Okinawa Shima, Nansei Shoto.):

a. Area contiguous to the land in a 2 miles radius arc centered at position 26˚17'50"N, 127˚55'16"E, between lines extending 025˚ direction and 155˚ direction from the center position.

b. Area within 5 miles radius centered at position 26˚21'00"N, 128˚08'38"E.

9. Kume Shima Range (Nansei Shoto):

Water Area.—Area within 1 mile radius centered at position 26˚20'57"N, 126˚52'22"E.

Air Space.—Area bounded by the following parallels and meridians:

a. 26˚12'N.
b. 26˚27'N.
c. 126˚48'E.
d. 126˚56'E.

10. Kobi Sho Range (Senkaku Shoto, Nansei Shoto).—Water area contiguous to Kobi Sho (25˚56'N., 123˚41'E.) extending out to a distance of 100m.

11. Sekibi Sho Range (Senkaku Shoto, Nansei Shoto).—Area within 5 miles radius centered at position 25˚54'N, 124˚34'E.

12. Oki-Daito Shima Range (Nansei Shoto):

a. Area within 3 miles radius centered at position 24˚28'N, 131˚11'E.

b. Area within 5 miles radius centered at position 24˚28'N, 131˚11'E.

13. Hotel Hotel (E of Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following four positions:

a. 26˚23'N, 128˚20'E.
b. 27˚06'N, 129˚10'E.
c. 27˚06'N, 131˚00'E.
d. 26˚10'N, 131˚00'E.

14. India India (ESE of Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following six positions:

a. 24˚23'15"N, 130˚47'52"E.
b. 25˚26'15"N, 131˚41'52"E.
c. 25˚13'15"N, 132˚30'52"E.
d. 24˚00'16"N, 132˚59'52"E.
e. 24˚00'16"N, 131˚22'38"E.
f. 24˚07'34"N, 131˚10'25"E.

15. Mike Mike (ESE of Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following seven positions:

a. 25˚41'15"N, 128˚51'53"E.
b. 25˚48'37"N, 129˚02'19"E.
c. 25˚44'15"N, 129˚25'53"E.
d. 25˚44'15"N, 130˚10'52"E.
e. 25˚43'24"N, 130˚35'52"E.
f. 25˚41'15"N, 130˚44'52"E.
g. 24˚53'15"N, 130˚03'52"E.

16. Golf Golf (air space) (ESE of Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following four positions:

a. 25˚41'N, 130˚45'E.
b. 25˚26'N, 131˚42'E.
c. 24˚23'N, 130˚48'E.
d. 24˚53'N, 130˚04'E.

U. S. Air Force, Japan Training Areas

1. Central Honshu Air to Air Range (Kashima Nada, E Coast of Honshu).—Area bounded by the following parallels and meridians:

a. 36˚00'N.
b. 36˚40'N.
c. 141˚05'E.
d. 141˚21'E.

2. Kyushu Air to Air Range (W of Tsuno Shima, NW Coast of Honshu).—Area bounded by a line joining the following four positions:

a. 34˚51'11"N, 130˚35'06"E.
b. 34˚43'31"N, 130˚52'01"E.
c. 34˚08'52"N, 130˚29'02"E.
d. 34˚16'57"N, 130˚12'37"E.

3. Misawa Air to Ground Range (N of Hachinohe Ko, E Coast of Honshu).—Area contiguous to the land within 8,045m radius centered at a position 40˚52'09"N, 141˚23'02"E, between lines extending 058˚ direction and 108˚ direction from position 40˚51'53"N, 141˚20'37"E.

4. Northern Honshu Air to Air Range (E of Hachinohe Ko, E Coast of Honshu).—Area bounded by a line joining the following five positions:

a. 40˚50'N, 142˚11'E.
b. 40˚50'N, 143˚00'E.
c. 40˚44'N, 143˚00'E.
d. 40˚24'N, 142˚33'E.
e. 40˚24'N, 142˚14'E.

5. Le Shima Auxiliary Airfield (Nansei Shoto)

Water Area.—Area contiguous to the land within 2 miles radius centered at position 26˚43'55"N, 127˚45'34"E, N of a lines extending 222˚ direction from position 26˚42'48.9"N, 127˚45'07.4"E.

Air Spaces:

(A) Area within 5 miles radius centered at a position 26˚44'N, 127˚46'E.

(B) Area bounded by a line joining the following six positions between (d) and (e), (f) and (a), along the 5 miles radius arc centered at a position 26˚44'N, 127˚46'E.

a. 26˚52'10"N, 128˚00'08"E.
b. 26˚48'49"N, 127˚57'15"E.
c. 26˚40'14"N, 127˚35'53"E.
d. 26˚51'14"N, 127˚30'53"E.
e. 26˚53'36"N, 127˚32'45"E.
f. 26˚59'12"N, 127˚47'07"E.

6. Tori Shima Range (Nansei Shoto):

Water area.—Area within 3 miles radius centered at position 26˚35'44"N, 126˚49'59"E.

Air Space.—Area within 5 miles radius centered at position 26˚36'14"N, 126˚49'53"E.

7. Idesuna Shima Range (Nansei Shoto):

Water area.—Area contiguous to the land within 2 miles radius centered at position 26˚23'16"N, 127˚06'13"E.

Air Space.—Area bounded by the following parallels and meridians:

a. 26˚12'N.
b. 26˚27'N.
c. 126˚56'E.
d. 127˚07'E.

8. Northern Okinwa Range (Air Space) (NW of Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following five positions between (c) and (d), along the 120 miles radius arc centered at a position 26˚22'N, 127˚48'E, between (e) and (a), along the 72 miles radius arc centered at the position above.

a. 27˚05'26"N, 126˚42'59"E.
b. 27˚04'45"N, 126˚39'05"E.
c. 27˚30'14"N, 125˚56'54"E.
d. 28˚17'14"N, 127˚07'53"E.
e. 27˚32'02"N, 127˚25'35"E.

9. Southern Okinwa Range (Air Space) (S of Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following five positions:

a. 25˚14'15"N, 127˚34'53"E.
b. 25˚14'15"N, 128˚29'53"E.
c. 25˚04'45"N, 128˚39'53"E.
d. 25˚16'45"N, 128˚39'53"E.
e. 25˚16'45"N, 127˚34'53"E.

10. Alpha (Air Space) (E of Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following six positions:

a. 26˚53'14"N, 128˚54'53"E.
b. 27˚24'14"N, 129˚14'52"E.
c. 27˚29'14"N, 129˚34'52"E.
d. 27˚33'14"N, 129˚59'52"E.
e. 27˚06'14"N, 130˚14'52"E.
f. 27˚06'14"N, 129˚09'53"E

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U. S. Army and U. S. Marine Corps Training Areas

1. Northern training area (vicinity of the mouth of Ukagawa River, Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following four positions:

a. 26˚41'50"N, 128˚17'17"E.
b. 26˚41'50"N, 128˚17'53"E.
c. 26˚41'26"N, 128˚17'53"E.
d. 26˚41'26"N, 128˚16'46"E.

2. Camp Schwab (Vicinity of Oura Wan, Okinawa Shima, Nansei Shoto):

(A) Areas contiguous to the land out to a distance of 500m between lines extending 090˚ direction from a position 26˚31'54”N, 128˚02'44"N and extending 132˚45' direction from a position 26˚31'11”N, 128˚02'09"N.

(B) Area bounded by a line joining the following five positions (a) to (e), three positions (f) to (h) and by the shore:

a. 26˚32'14"N, 128˚05'17"E.
b. 26˚29'49"N, 128˚08'06"E.
c. 26˚25'30"N, 128˚03'42"E.
d. 26˚25'30"N, 128˚01'28"E.
e. 26˚28'57"N, 127˚59'50"E.
f. 26˚33'02"N, 128˚02'03"E.
g. 26˚33'05"N, 128˚02'21"E.
h. 26˚33'14"N, 128˚02'30"E.

(C) Areas within 200m on each side of a line joining the following three positions and by the shore:

a. 26˚31'38.9"N, 128˚02'54.9"E.
b. 080˚ 1,000m from (a).
c. 145˚ 2,150m from (b).

(D) Areas bounded a line joining the following four positions and by the shore:

a. 26˚30'52.9"N, 128˚01'57.9"E.
b. 132˚45' 800m from (a).
c. 132˚45' 800m from (d) below.
d. 26˚31'11.4"N, 128˚02'08.9"E.

3. Camp Hansen (Kushi Wan, Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following four positions and by the shore:

a. 26˚30'13"N, 127˚59'32"E.
b. 090˚471m from (a).
c. 090˚ 500 m from (d) below.
d. 26˚29'58"N, 127˚59'36"E.

4. Kin Red Beach Training Area (Kin-Nakagusuku Ko, Okinawa Shima, Nansei Shoto):

(A) Contiguous to the land out to a distance of 500m between lines extending 180˚ from the following positions:

a. 26˚27'01.5"N, 127˚53'49.9"E
b. 26˚26'51.5"N, 127˚54'51.2"E

(B) Within 150m on each side of a line extending 3,000m 194˚30' direction from a position 26˚26'49.5"N, 127˚54'39.2"E.

5. Kin Blue Beach Training Area (Kin-Nakagusuku Ko. Okinawa Shima, Nansei Shoto):

(A) Contiguous to the land out to a distance of 500m between lines extending 090˚41' direction from a position 26˚26'39"N, 127˚56'37"E, and extending 180˚41' direction from a position 26˚26'27"N, 127˚56'05"E.

(B) Bounded by a line joining the following four positions and by the shore:

a. 26˚26'27"N, 127˚56'08"E.
b. 26˚25'27"N, 127˚56'08"E.
c. 26˚25'28"N, 127˚56'36"E.
d. 26˚26'28"N, 127˚56'36"E.

6. Camp Courtney (Kin-Nakagusuku Ko, Okinawa Shima, Nansei Shoto).—Area contiguous to the land out to a distance of 500m between lines extending 037˚11' direction from the following two positions:

a. 26˚24'15"N, 127˚50'46"E.
b. 26˚23'25"N, 127˚51'57"E.

7. Ukibaru Shima Training Area (Kin-Nakagusuku Ko and Approach, Okinawa Shima, Nansei Shoto).—Area within 850m radius centered at a position 26˚18'55.5"N, 127˚59'31.4"E.

8. Tsuken Shima Training Area (Kin-Nakagusuku Ko, Okinawa Shima, Nansei Shoto).—Area bounded by a line joining the following four positions and by the shore:

a. 26˚15'45.5"N, 127˚56'13.4"E.
b. 273˚30' (magnetic direction) 5,487m from (a).
c. 273˚30' (magnetic direction) 5,487m from (d) below.
d. 26˚14'51.5"N, 127˚55'59.4"E.

9. Lo Shima Communication Site (vicinity of Tobiishi Hana, Io Shima, Nansei Shoto):

(A) Area bounded by a line joining the following seven positions and by the shore:

a. 24˚45'30"N, 141˚18'14"E.
b. 24˚45'50"N, 141˚19'53"E.
c. 24˚43'50"N, 141˚21'53"E.
d. 24˚41'50"N, 141˚17'53"E.
e. 24˚43'52"N, 141˚15'53"E.
f. 24˚44'52"N, 141˚17'55"E.
g. 24˚45'15"N, 141˚17'44"E.

(B) Area bounded by a line joining the following seven positions and by the shore:

a. 24˚46'18"N, 141˚17'39"E.
b. 24˚44'30"N, 141˚16'23"E.
c. 24˚44'58"N, 141˚13'22"E.
d. 24˚48'57"N, 141˚15'19"E.
e. 24˚48'23"N, 141˚16'29"E.
f. 24˚47'05"N, 141˚16'59"E.
g. 24˚47'13"N, 141˚17'27"E.

Government

The government is a constitutional monarchy. The head of state is the Emperor and the head of government is the Prime Minister and his cabinet. The Prime Minister is selected by the lower house of a two chamber Diet (parliament). The members of the Diet are elected through universal suffrage.

The capital is Tokyo.

Holidays

The following holidays are observed:

January 1, New Year's Day; January 15, Adult Day; February 11, National Foundation Day; around March 21, Festival of the Vernal Equinox; April 29, Emperor's Birthday; May 3, Constitution Commemoration; May 5, Children's Day; September 15, Respect for the Aged Day; around September 23, Festival of the Autumnal Equinox; October 10, Cultural Day; November 3, Labor Day; and November 23, Thanksgiving Day.

Industries

The main industries are based on heavy electrical equipment, construction and mining equipment, motor vehicles and parts, electronic and telecommunication equipment, machine tools, automated production systems, locomotive and railroad rolling stocks, ships, chemicals, textiles, and food processing.

Languages

The official language of Japan is Japanese. English is widely studied in schools and many Japanese have a usable knowledge of English.

Mined Areas

Several areas, some formerly published, are declared dangerous due to mines laid during World War II and the Korean War.

Due to the elapse of time the risk in these areas to surface navigation is now considered no more dangerous than the ordinary risk of navigation; but a very real risk still exists with regard to anchoring, fishing, or any form of submarine or seabed activity.

Honshu West Coast

The area is bounded by the shore and a line joining:

a. 34˚20'31"N, 130˚49'38"E.
b. 34˚20'16"N, 130˚50'57"E.
c. 34˚20'50"N, 130˚51'51"E.
d. 34˚20'07"N, 130˚52'30"E.
e. 34˚18'16"N, 130˚51'20"E.
f. 34˚16'40"N, 130˚51'50"E.

Nansei Shoto—Yaeyama Retto

The area bounded by the parallels of 24˚14'N and 24˚25'N, and by the meridians of 124˚06'E and 124˚20'E.

Nansei Shoto—Miyako Shima

The area bounded by lines joining the following positions:

a. 24˚46'00"N, 125˚17'06"E.
b. 24˚46'00"N, 125˚04'00"E.
c. 24˚35'00"N, 125˚04'00"E.
d. 24˚35'00"N, 125˚29'00"E.
e. 24˚55'00"N, 125˚50'42"E.
f. 25˚03'00"N, 125˚43'00"E.
g. 24˚47'24"N, 125˚23'42"E.

Nansei Shoto—Kikai Shima

The area bounded by the parallels of 28˚11'N and 28˚17'N, and by the meridians of 129˚52'E and 130˚04'E.

Ogasawara Gunto—Chichi Shima and Haha Shima

The waters within about the 73m curve surrounding the islands of Chichi Shima and Haha Shima.

Futami Ko has been swept to within 46m of the 20m curve and is considered safe for surface navigation only.

Nanpo Shoto—Hachijo Shima

The waters within 6 miles of the coast of Hachijo Shima.

Several NIMA charts should be consulted for information regarding Mine Swept Areas in the Inland Sea (Naikai). They include 97221, 97233, 97266, 97273, and 97277.

Pilotage

Details of pilotage services for each district are described in the applicable Sailing Directions (Enroute) for Japan.

Vessels should make arrangements for pilots through their agents in Japan. However if this is not possible pilots may be requested by radio, well in advance, addressed to the appropriate Pilots Association or harbormaster.

Pilotage is compulsory for vessels over 300 grt at the following harbors: Hibikinada, Kawasaki, Kobe, Kokura, Moji, Naha, Sasebo, Shimonoseki, Tobata, Wakamatsu, Yawata, Yokohama, and Yokosuka.

Pilotage is compulsory for vessels over 10,000 grt in the following harbors and bays: Chiba, Funabashi, Kisarazu (Kimitsu), Ise and Mikawa Bay, Mizushima, Tokyo and Tokyo Bay. Pilotage is compulsory for vessels over 10,000 grt in Akashi Kaikyo (Strait), Bisan Seto, Irago Suido (Channel), Kanmon Kaikyo (Strait), Kurushima Kaikyo (Strait), and Uraga Suido (Channel).

Huge vessels, oil tankers, liquefied gas tankers, and vessels carrying dangerous cargo should arrange for watching boats to guard their course until their safe navigation is confirmed even after they leave the traffic route.

The Japanese Coast Guard has requested that all foreign flag vessels and vessels carrying dangerous cargo employ pilots in order to maintain the safety of shipping traffic in the waters surrounding Japan. The agency has also requested that vessels take pilots on board when they navigate the Irago Suido and Yura Seto (Tomogashima Suido).

Usually Japanese pilot boats have a black or green hull with the word pilot in white on both sides and a white superstructure. The signals for a pilot are those established in the International Code of Signals.

Each licensed pilot is provided with a copy of the Japanese pilot regulations and is instructed to produce it when required by those employing him.

Members of the Japanese Pilots Association have been instructed to obtain the signature of the Master and/or Agent to a form of indemnity with regard to liability in the event of loss or damage to the vessel.

Regulations

Japan, in general, follows the International Regulations for Preventing Collisions at Sea (International Rules of the Road).

There are a few exceptions where Japanese Law provides that in certain ports, canals, and other specified areas in the Inland waters of Japan, rules other than the International Rules may be used. These rules, which are exceptions, are contained in the Japan Port Regulations Law, the Japan Ministry of Transportation Regulations for the Enforcement of the Port Regulations Law, and the Maritime Traffic Safety Law.

General Port Regulations

The following regulations in force in Japanese ports are given as guidance for entering vessels. Local regulations must be ascertained upon arrival in the port.

When entering a port vessels must hoist their national ensign and their International Call Signals. These signals shall remain hoisted until the vessel's arrival has been reported to the Captain of the port or the harbormaster.

Arrival of a vessel must be reported to the Captain of the port within 24 hours in the prescribed form. A vessel shall not be entitled, before the presentation of such report, to enjoy the facilities of customs examination.

Masters of vessels which depart a port and return within 12 hours of their departure because of bad weather, for repairs, or any other reason, must present their reason in writing to the Captain of the Port in lieu of the usual arrival Report.

Communication with the shore or with other vessels is prohibited until official permission is granted.

With regard to waters other than those ports listed as Specified or Open Ports under "Ports of Entry," foreign vessels have the right of passage but are not permitted to anchor except under stress of weather or Force Majeure (Act of God or inevitable accident). If a vessel is forced to enter or anchor in such waters the Master should communicate with local authorities without delay and request instructions.

Maritime Traffic Safety Law

The laws and regulations applying to vessels in coastal waters and ports of Japan may be found in the English translation of the Japanese publication Japan Maritime Safety Laws and Regulations. Mariners should endeavor to obtain a copy of this publication from the Japanese Coast Guard upon arrival in Japanese waters. Excerpts from the above publication follow.

The purpose of the Maritime Traffic Safety Law is to ensure the safety of ships in congested areas by prescribing regulations and enforcing special modes of navigation within traffic routes.

As promulgated by Japanese Authorities the Maritime Traffic Safety Law applies to the sea areas of Tokyo Wan, Ise Wan (including the sea areas adjacent to the mouth of Ise Wan, and those portions of Mikawa Wan which are adjacent to Ise Wan) and Seto Naikai. The Maritime Traffic Safety law does not apply within certain inshore areas normally used only by fishing vessels nor within port and harbor limits which are covered by the Port Regulations Laws. Mariners are advised that Japanese authorities will exact fines for violations of the law.

General Regulations (Extracts)

1. The term Huge Vessel shall mean any vessel of 200m or more in length.

2. A vessel, other than a vessel engaged in fishing or other operations (cable-laying, surveying, mine sweeping, or construction work), intending to enter, leave, or cross a traffic route, shall keep out of the way of a vessel navigating along the traffic route.

3. A vessel, engaged in fishing or other operations intending to enter, leave, or cross a traffic route or when stopped within a traffic route shall keep out of the way of a Huge vessel which is navigating along the traffic route.

4. Vessels of 50m or more in length are required to use the traffic routes.

5. Within the following Traffic Routes (TR) vessels shall not navigate at a speed exceeding that specified:

Uraga Suido	Entire TR	12 knots
Nakano-Se	Entire TR	12 knots
Irago Suido	Entire TR	12 knots
Mizusima	Entire TR	12 knots

For Bisan Seto's E Traffic Route, it applies to the section of the traffic, between a line drawn at 353˚ from Ogi Sima Light House (34˚25'50"N., 134˚03'48"E.) and the boundary line of the W entrance of the traffic route.

For Bisan Seto's N Traffic Route, it applies to the section of the traffic route, between a line drawn at 160˚ from Zatome Hana on Hon Sima to the NE extremity of Usi Sima.

For Bisan Seto's S Traffic Route, it applies to the section of the traffic route, between a line drawn at 160˚ from Zatome Hana on Usi Sima and the boundary line of the E entrance of the traffic route.

Within Bisan Seto's E, N, and S Traffic Routes, vessels shall not navigate at a speed exceeding 12 knots.

6. Vessels joining, leaving, or crossing certain traffic routes to indicate intentions, are required, by day, to display a code of flag signals, by night, to make certain sound signals. See appropriate Sailing Directions (Enroute) for Japan for details.

7. Vessels intending to cross a traffic route shall do so as nearly as possible at right angles.

8. Within traffic routes no vessel is permitted to anchor except in an emergency.

Lights and Shapes

Lights and shapes are required to be shown by certain vessels when navigating within areas where the Maritime Traffic Safety Law applies. Lights are exhibited by night and shapes are shown by day.

Huge Vessels shall display a green all-round light to be visible at least 2 miles and flashing at regular intervals between 180 and 200 times per minute. By day, two black cylinders shall be displayed with a diameter of 0.6m or greater and a height twice as long as the diameter; placed in a vertical line not less than 1.5m apart (with regard to a huge vessel which exhibits a cylinder in accordance with Article 28 of the Law for Preventing Collisions at Sea, these shapes shall not be placed with the cylinder in a vertical line).

Vessels carrying dangerous cargoes, shall exhibit a red all-round light to be visible at least 2 miles and flashing at regular intervals between 120 and 140 times per minute. By day, the International Code Flag B under the First Substitute will be displayed.

Vessels engaged in construction and fishing, will exhibit two all-round green lights vertically disposed in a lower position than the steaming light. By day, a white diamond over two red balls, vertically disposed, will be displayed.

Vessels engaged in emergency operations, shall exhibit an all-round red light flashing between 180 and 200 times per minute. By day, a red cone, point u,p will be displayed.

Special patrol vessels in routes, will exhibit an all-round green light flashing between 120 and 130 times per minute. By day, a streamer 2m long, with red and white stripes, will be displayed.

Categories of Vessels

Several vessel types shall report to shore authorities prior to navigation in any of the traffic routes stipulated in the Maritime Traffic Safety Law. Upon receipt of the report, if necessary, instructions for safe navigation will be relayed to the respective vessel:

1. Huge Vessel—vessels 200m or more in length.
2. Vessels carrying dangerous cargoes, as follows:
   a. Vessels over 300 grt or more carrying 80 tons or more of explosives or 200 tons or more of organic peroxide.
   b. Vessels of 1,000 grt or more carrying inflammable liquids or high pressure gas in bulk.
   c. Vessels as in b above that have discharged but which are still subject to the risk of fire or explosion (not gas free).
3. Vessels towing or pushing when the total length of tow including the length of the towing vessel is 200m or more.

Reports

Huge vessels and vessels of 25,000 grt and over carrying liquefied gas, and vessels towing or pushing, as described above, shall make initial reports by noon of the day before entering the traffic route.

Vessels carrying dangerous cargoes shall make initial reports three hours prior to estimated time of entering the traffic route.

Huge vessels and vessels of 25,000 grt and over carrying liquefied gas shall make amending reports three hours prior to estimated time of entering traffic route. Vessels carrying dangerous cargoes shall make amending reports immediately.

Vessels towing or pushing shall make amending reports three hours prior to the estimated time of entering the traffic route.

The initial report should be made to the appropriate Regional Maritime Safety Office or Traffic Advisory Center by radiotelephone or by a coast radio station.

The initial report should commence with the word Notification, followed by, in consecutive order, the following listed numbers, contents, and vessel category:

No.	Contents	Category
1.	Addressee (abbreviated form).	1, 2, 3
2.	Name and gross tonnage of vessel.	1, 2, 3
3.	Length of vessel (in meters).	1
4.	Maximum Draft (in meters).	1
5.	Type of dangerous cargo and amount of each.	2
6.	Length of tow.	3

No.	Contents	Category
7.	Description of object being towed.	3
8.	Destination (port).	1, 2, 3
9.	Traffic route or part there of to be navigated (abbreviated form).	1, 2, 3
10.	Estimated date and time of entry into traffic route.	1, 2, 3
11.	Estimated date and time of departure from traffic route.	1, 2, 3
12.	Vessels call sign.	1, 2, 3
13.	Method of communication with MSA.	1, 2, 3
14.	Name and address of agent through whom instructions may be forwarded (applicable only if report is made by letter or telegram).	1, 2, 3

If any item is not applicable then insert NA. If more than one traffic route is to be navigated, items 1, 9, 10, and 11 should be reported in sequence of traffic routes.

Vessels described in 2c should indicate the amount of dangerous cargo as 0.

If two or more adjacent traffic routes are to be navigated, it is sufficient only to report the estimated date and time of departure from the final traffic route.

Amendment

An amending report should start with the word Amendment, which should be followed by the numbered items listed below:

1. Addressee and traffic route.
2. Name and gross tonnage of the vessel.
3. Number of item listed above, under Initial Report, that is to be changed.

Radiotelephone should be used if possible; ask for the Traffic Route Control Officer.

Port Regulations Law

The following represents excerpts of the Port Regulations Law, which are regulations for vessels in Japanese ports, including specified ports.

Entering, Departing, and Berthing

A vessel having entered a specified port shall submit without delay to the Captain of the Port an entrance report that includes the following:

1. Name, type, nationality, and registry of the vessel.
2. Gross tonnage, length, draft, and speed of vessel.
3. Name and address of owner or operator.
4. Port of departure and last port of call.
5. Time and purpose of entrance.
6. Description and quantity of cargo.
7. Unusual events during voyage and safety information.

Departure reports should contain information from 1, 2, 3, and 6 above, as well as time of departure, next port of call, and final destination.

The term specified port indicates a port suitable for accommodation of deep draft vessels or a port generally used by non-Japanese vessels.

Except in an emergency, vessels shall not enter a specified port between sunset and sunrise unless permission to do so has been obtained from the Captain of the Port.

The Captain of the Port, unless prior arrangements for berthing have been obtained, may designate an anchorage for an incoming vessel.

Except in an emergency vessels shall not shift berths without permission from the Captain of the Port.

Within a port vessels shall not anchor or moor in a place that would obstruct the passage of other vessels.

Steering and Sailing

A vessel entering, leaving, or passing through a specified port shall use the prescribed fairways.

Vessels entering or leaving the fairway shall keep out of the way of vessels in the fairway.

Vessels shall not overtake within the fairways.

Vessels approaching the entrance to a specified port shall stay outside until departing vessels have cleared the entrance.

A vessel within or near the boundary of a specified port shall proceed at such a speed that will not endanger other vessels.

Dangerous Cargoes

Vessels carrying explosives or dangerous cargoes shall inform the Captain of the Port and remain outside the limits of the specified port until instructions have been received.

Within a specified port vessels shall not load, discharge or transship dangerous cargoes without permission of the Captain of the Port.

Channel Maintenance

The discharge of ballast, waste oil, garbage, or any other similar waste material is prohibited within a port or within 10,000m (5.3 miles) from the boundary of a port.

General Port Regulations

Masters who infringe these Japanese regulations run the risk of a heavy fine, imprisonment, or confiscation of the vessel or cargo.

Vessels shall not enter a designated Specified Port, except in an emergency, between the hours of sunset and sunrise unless permission to do so has previously been obtained from the Captain of the Port. Vessels may enter at night without prior notice in order to avert a sea disaster or for some other unavoidable circumstance.

Masters planning to anchor their vessels in a designated Specified Port must first obtain an anchorage assignment from the Captain of the Port, unless advance arrangements have been made to moor to a buoy, quay, pier, or other mooring facility.

The Captain of the Port will designate an anchorage unless special circumstances exist; he may also assign anchorage in ports which are not designated Specified Port under the Port Regulations Law. Berths will be assigned by the Captain of the Port or harbormaster and such berth assignments may be changed by the authorities when deemed necessary. A vessel may not leave her berth without permission except in an emergency and in such case the reason for so doing must be reported without delay.

When a vessel having explosives or other dangerous cargoes onboard, except that provided for use of the vessel, is scheduled

to enter a Specified Port she shall remain outside the harbor limits until the Captain of the Port is so informed and special instructions concerning entry are received from him. Such vessels, while awaiting instructions, must display flag B of the International Code of Signals between sunrise and sunset and must show a red light by night. These provisions also apply to a nuclear-powered vessel entering a Specified Port.

A vessel carrying dangerous cargo will anchor or berth only at the place specifically designated by the Captain of the Port.

If the cargo is other than explosives the Captain of the Port may remove this restriction if, in view of the duration of the vessel's stay in port, type of cargo, and method of safeguarding cargo, he considers it in the best interest. Permission to handle dangerous cargo must be obtained prior to handling same.

When the Captain of the Port considers that the handling of dangerous cargo is unsafe in the vessel's designated berth he may designate a safe place for transfer outside the harbor and grant permission for the operation to be accomplished.

When such permission is granted the vessel is still considered to be within the limits of the Specified Port insofar as the authority and responsibility of the Captain of the Port are concerned.

Under provisions of the Port Regulations Law concerning the regulation of nuclear raw materials, nuclear fuel substances, and nuclear reactors, or when deemed necessary for preventing disasters from nuclear fuel substances, including used fuel, or from any substances, including nuclear fission products, or from nuclear reactors, the Captain of the Port may designate for a nuclear-powered vessel in a Specified Port or in the vicinity of the boundaries of a Specified Port the channel to be followed or the place to anchor or stay, give instructions relating to the rules of the road, restrict the movements of the vessel, or may order the vessel to leave the Specified Port or the vicinity thereof.

The permission of the Captain of the Port must first be obtained before a vessel can transport a dangerous object within a Specified Port or near the limits of a Specified Port.

No vessel other than miscellaneous vessels shall enter, depart, or pass through a Specified Port except by following the channel prescribed by the Enforcement Regulations of the Port Regulations Law; exceptions to this rule are made for the purpose of averting a marine disaster or because of other unusual circumstances. Miscellaneous vessels refer to launches, lighters, small boats, and all craft propelled by oars.

No vessel shall anchor or release a towed vessel in a prescribed channel except when it is necessary to avert a marine disaster, the vessel is not under command, the vessel is engaged in lifesaving or is assisting a vessel in immediate danger, or the vessel is engaged in construction work or operations with permission of the Captain of the Port.

Vessels entering or leaving the prescribed channel shall keep clear of vessels proceeding in the channel.

Vessels shall not proceed abreast on a parallel heading in a prescribed channel.

Vessels passing in a meeting situation shall each keep to the starboard side of the channel; overtaking and passing a vessel in the channel is not permitted.

Where there is a possible meeting situation at a harbor entrance of a Specified Port, the entering vessel shall remain outside and clear of the harbor entrance until the departing vessel is clear of the entrance.

Vessels in or near Specified Ports shall proceed at such a speed as not to endanger other vessels.

Within a port any vessel having a breakwater, quay, or other construction works to starboard or a vessel at anchor on her starboard hand, will pass the objects or anchored vessel as close as possible; when the objects or anchored vessel are on the vessel's port hand, such vessel will maneuver as necessary to pass them at as great a distance as practicable for safe navigation.

Miscellaneous vessels must give way to vessels other than miscellaneous vessels. Vessels other than miscellaneous vessels whose tonnage is less than that specified for a particular port by the Enforcement Regulations of the Port Regulations Law or vessels of less than 500 grt referred to as small craft shall, in a Specified Port where traffic is extremely congested, keep out of the way of vessels other than small craft and miscellaneous vessels.

Vessels other than small craft and miscellaneous vessels shall, when underway in a Specified Port display at a conspicuous place on the mast such signals as required by the Enforcement Regulations.

When an accident occurs in or near a harbor which is a hazard to marine traffic the Master of the vessel concerned shall take proper steps to assure that the accident does not cause damage to other vessels by establishing markers, etc. in the danger area and shall notify the Captain of the Port immediately if in a Specified Port or the Chief of a nearby Maritime Safety Office or Base if not in a Specified Port.

The Captain of the Port or Chief of Maritime Safety may, when there is danger to ship traffic and confusion of vessels in a Specified Port or other ports because of a marine accident or some other reason and when he deems it necessary to prevent such danger and alleviate such confusion, restrict or prohibit the navigation of vessels proceeding toward the Specified Port to such an extent as deemed appropriate.

Powerful lights, such as searchlights, that threaten the safe navigation of vessels will not be used within or near the limits of a port.

Quarantine Regulations

Quarantine Ports are listed under "Ports of Entry." The following are extracts from the Japanese Quarantine Law.

Additional remaining parts of the law should be ascertained on the arrival of a vessel in a harbor.

The Master of a vessel entering Japan from a foreign port of departure cannot land personnel or cargo in Japan until granted pratique or provisional pratique. The Master of a vessel shall bring his vessel into only an authorized quarantine anchorage of an authorized quarantine port. This requirement can be waived only with the specific authority of the Quarantine Officer at the port concerned. This rule also applies to vessels which have received persons or material on board from a vessel whose last port of call was foreign and which has not been granted pratique prior to the transfer.

The Master of a vessel shall not permit personnel to leave the quarantine area or move cargo to or from it until the vessel has been granted pratique, provisional pratique, or special permission waiving this rule has been granted by the responsible Quarantine Officer.

The Master of a vessel desiring and requesting pratique must inform the Quarantine Officer of any communicable diseases known to exist on board. The epidemic diseases against which

quarantine inspections are conducted in accordance with the Quarantine Law are cholera, bubonic plague, typhus, smallpox, yellow fever, and malaria.

The Master of a vessel desiring pratique must bring his vessel into the designated quarantine area immediately. If, because of inclement weather or for other reasons, the Quarantine Officer directs that the vessel be brought to some location other than the designated quarantine area, the Master must comply.

The International Code Signal Quarantine Flag must be hoisted as soon as the vessel enters the quarantine area or place designated for quarantine inspection by the Quarantine Officer. The quarantine flag shall remain hoisted until pratique or provisional pratique is granted.

If, during the subsequent stay in port, it develops that a communicable disease is found on board and pratique or provisional pratique is withdrawn, the quarantine flag will be hoisted again until pratique or provisional pratique is granted again.

As soon as a vessel enters the quarantine area the Quarantine Officer will begin his inspection immediately except for reasons of inclement weather or other unavoidable circumstances. However, if a vessel enters the quarantine area after sunset, the inspection may be postponed until dawn of the following morning.

Prior to receiving quarantine inspection the Master of the vessel must supply the Quarantine Officer the name of the vessel, register number, home port, and last port of call. In addition the Quarantine Officer may request the following information: list of crew, list of passengers, cargo manifest, voyage log, and such other papers as may be required for the quarantine inspection.

In the event that a vessel, not yet granted pratique or provisional pratique, enters a Japanese port to avoid a marine disaster or other peril, the Master of the vessel will, as soon as practicable, move the vessel to the quarantine area of the port or outside the limits of the port. In the event that under these circumstances it is not possible to move the vessel into the quarantine area or outside the port limits, the Master of the vessel shall report the existence of any epidemic diseases on board, port of departure, port of destination, and any other matters relative to quarantine and health measures to the nearest easily accessible Quarantine Station, or when none is easily accessible, to the nearest Public Health Facility. The cognizant Japanese official receiving the required report shall take action with regard to inspection, sanitization, and other procedures required by ordinances for the prevention of epidemic diseases.

The aforementioned extracts from the Quarantine Law do not apply to a Japanese or foreign naval vessel entering a port if there have been no quarantinable cases or circumstances on board. The commanding officer and the medical officer of such vessels shall report in writing to that effect to the quarantine officials. If conditions of contamination do apply to Japanese and foreign naval vessels, the commanding officer and the medical officer of such vessel must report to that effect to the quarantine officials; the aforementioned extracts will then apply to the naval vessel. The quarantine of a naval vessel will be carried out in accordance with the provisions of the Quarantine Law after consultation between the quarantine officials and the commanding officer of the vessel.

The Quarantine Officer may, if considered necessary, direct the Master of a vessel to exterminate vermin if in his opinion vermin extermination is not being satisfactorily accomplished onboard. However, this shall not apply if the Master can produce a deratting certificate, issued within the past six months and there is no positive evidence of vermin onboard.

The Quarantine Officer may, when it does not interfere with normal quarantine inspections, accede to the requests of ship owners or Masters to make inspections on board for infectious agents of epidemic diseases, fumigate and deratify a vessel, conduct a medical examination, give preventive inoculation to vessel's personnel, and issue various required government certifications relative thereto, collecting payment for service in accordance with the applicable government ordinance.

Signals

Visual signal stations which assign anchorage and berthing assignments to entering vessels and otherwise control ship traffic in specifically designated ports are given with the port description in Sailing Directions (Enroute) for Japan.

Time Zone

The Time Zone description is INDIA (-9).

U.S. Embassy

The U.S. Embassy is situated at 10-5, Akasaka 1-Chome, Minato-Ku (107-8420), Tokyo. The mailing address is Unit 45004, Box 205, APO AP 96337-5004.

Vessel Traffic Service

Japanese Ship Reporting System (JASREP)

The JASREP has been established to assist in the coordination of Search and Rescue (SAR) operations in the sea area bounded by the mainland of Asia, the parallel of latitude 17˚N, and the meridian of longitude 165˚E. It is a voluntary system, in which all suitably equipped vessels are invited to participate.

Vessels send regular reports, through selected Coast Radio Stations (CRS), to a central agency in which a computer keeps a continuous record of the predicted position of each vessel.

Should an expected report not be received, SAR action may be initiated.

Type of Messages

There are four types of message, each containing a selection of the items listed in the Form of Messages. Each comprises essential lines and such optional lines as thought necessary.

Sailing Plan (SP)

The SP should be sent when the vessel enters the area or leaves a port within the area. It should include all the essential lines listed below, except C and K.

Position Report (PR)

A PR should be sent within 24 hours after departure from a port within the service area or within 24 hours of the previous

position report. Vessels suffering from heavy weather or other stress should report more frequently; however, actual weather reports should not be sent through JASREP. The report comprises lines A, B, C, and Y.

Deviation Report (DR)

A DR should be sent when a vessels destination or intended route has been changed, or when the vessel is 25 miles or more from its expected position.

The report comprises lines A, Y, and any lines that have been changed.

Final Report (FR)

The FR is sent on leaving the service area, or on arrival at a port within the service area. The essential lines are A, B, K, and Y.

Form of Messages

The first line of a message is always:

JASREP/message type (SP, PR, DR, or FR)// and, in subsequent lines, strokes (/) are used to separate sub-items, with two strokes to mark the end of the line.

The following lines are essential in messages of one or more type:

A/Vessel's name/call sign//
B/Date and time[1] of departure or report//
C/Latitude/longitude[2]
G/Port of departure/latitude/longitude[2, 3] //
I/Port of destination/latitude/longitude[2, 3] /ETA[1]//
K/Port of arrival/time[1] of arrival//
L/Navigation method: rhumb line (RL) or great circle (GC)/average speed[4]/latitude/longitude[2] //ETA[1]/name of place, if appropriate//(any number of "L" lines may be included, so as to define the route)
V/Medical personnel on board: doctor (MD), paramedic (PA), NURSE, or NONE//
Y/AMVER//(to be included in every message, if it is desired to participate in AMVER as well as JASREP)

The following lines are optional:

E/Present course, in degrees//
F/Estimated average speed[4]//
M/CRS being worked/next CRS//
X/Up to 65 characters of amplifying comments//

1. Dates and times should be given in UT (GMT) and followed by "Z," thus 201420 Z for 1420 on the 20th.
2. Positions to be given as (4 digits) "N" or "S"/(5 digits) "E" or "W, " e.g. 3435N/13948E.
3. Pilot boarding point.
4. Speed given in tenths of a knot, e.g. 135 for 13.5 knots.

Transmission of Messages

Reports should be sent to Tokyo (JNA) (Identification number 2400) or to any of the coast radio stations listed below. The stations can be called on 2189.5 kHz and VHF channels 12 and 16. The call sign for each station is "(Station Name) Sea Patrol Radio."

The working frequencies at all stations are 2150 kHz, 2394.5 kHz, and VHF channel 12. Nagoya (JNT) and Kobe (JGD) also use VHF channel 9 as a working frequency. Reports may also be sent by documents, telegram, telephone or telex to offices of the Japanese Coast Guard (formally the Japanese Maritime Safety Office).

Station Name	Identification
Otaru	JNL
Kushiro	JNX
Shiogama	JNN
Yokohama	JGC
Nagoya	JNT
Kobe	JGD
Tanabe	JNH
Kochi	JNO
Hiroshima	JNE
Moji	JNR
Sasebo	JNK
Maizuru	JNC
Niigata	JNV
Kagoshima	JNJ
Naha	JNB
Ishigaki	JNG

Voluntary Traffic Separation Schemes

Voluntary traffic separation schemes have been established since 1985 in various locations in Japan by the Japanese Captains' Association (JCA). These schemes have been widely recognized by both Japanese and foreign shipping concerns and have contributed to the safe navigation of ships in the coastal waters of Japan.

Since these traffic separation schemes are a voluntary project of the JCA, they have no legal binding power. However, the JCA hopes that all ships will, as far as practicable, proceed into traffic separation schemes and follow all the rules and requirements by the traffic separation scheme, in line with the purpose for which these schemes have been established.

These schemes are located, as follows:

1. Off Turugi Saki (35 08'N., 139 41'E.).
2. Off Suno Saki (34 58'N., 139 46'E.).
3. Off O Shima (34 44'N., 139 24'E.).
4. Off Mikomoto Shima (34 34'N., 138 57'E.).
5. Off Daio Saki (34 16'N., 136 54'E.)
6. Off Shiono Misaki (33 26'N., 135 45'E.).
7. Off Ichie Saki (33 35'N., 135 24'E.).
8. Off Hino Misaki (33 53'N., 135 04'E.).

Further information can be found in Pub. 158, Sailing Directions (Enroute) Japan Volume I and Pub. 159, Sailing Directions (Enroute) Japan Volume II.

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